

SafetyFast!

SINCE 1959
NOW IN INDIA



VOLUME SEVEN



MGMOTOR.CO.IN

WELCOME TO ANOTHER EDITION OF SAFETY FAST! INDIA

Dear Readers,

We welcome you once again to the exciting world of MG via Safety Fast! India, a magazine that has been around for 60 years and has been sought after by motoring enthusiasts and MG aficionados worldwide.

We are thrilled by the response that this magazine has received in the last 6 months and it is our constant endeavour to keep you all informed, entertained and updated of the developments at MG, something that we hope we are able to do with Safety Fast!

The year 2021 started off on a good note for us at MG. We launched the all-new MG Hector 2021 and, as always, were overwhelmed and energized by the love and support that you showed us.

On popular demand, we also launched the all-new 7-seater MG Hector Plus- the sibling

of your favourite 6-seater, for which we received a great response. Built to ensure that you and your family never feel a dearth of space when travelling together, the 7-seater is designed to add value to your life.

But that's not all, we also unveiled the all-new MG ZS EV 2021, India's First Pure Electric Internet SUV, thereby extending the #ChangeWhatYouCan pledge that we made a year ago.

In this issue, you will find wonderful stories about our machines, our motoring DNA and the MG legacy that continues world over. You will also find a perfect blend of our heritage, our evolving present and our exciting future.

Happy Reading!

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IT'S A HUMAN THING TO EVOLVE

What is it about evolution, that makes us better as humans?

Our capabilities to understand, and to connect better with each other. To not just listen, but also respond to each other. To help each other perform better, every time. And, the evolution that makes us better as humans also makes the new Hector, more human.

MG HECTOR 2021

The Evolved Internet SUV.



THE ALL NEW HECTOR 2021

IT'S A HUMAN THING

Starting at ₹12,89,800*

Also Available In 6 And 7-Seater
Petrol, Diesel And Hybrid Variants



NEW EXTERIORS



New Thermo Pressed Bold
Chrome Front Grille



New Rear Tailgate Garnish



45.72 cm (18 inch) Stylish
Dual Tone Alloys**

NEW INTERIORS

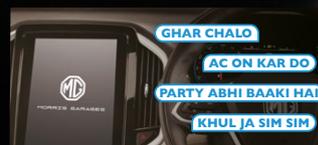


Dual Tone Champagne
And Black Interiors**



Front Ventilated Seats**

ENHANCED i-SMART



35+ New Hinglish Voice
Commands>**



i-SMART Now Available
On Your Smart Watch~**



COMPLETE
OWNERSHIP
ASSURANCE

5 Years/Unlimited km
Warranty*

5 Years/Unlimited km
Road Side Assistance

5 Labour Free
Services#

- Best In Segment Cost Of Ownership* | @₹0.40/km: Petrol | @₹0.55/km: Diesel
- Industry Best 3 Year Maintenance Plans Starting At ₹8000**
- 3-60 Plans: Assured Buy Back Value Of 60% After 3 Years At An Attractive Price***

i-SMART

60+ Connected Car Features[>]
175+ Voice Commands



25+ Standard
Safety Features



India's First
48V Hybrid



MG Subscribe
Via Myles Zero



Contactless And Safe Experience
Across All MG Showrooms
And Your Home



EXPERIENCE MG ACROSS 250+ CENTRES

*Ex-Showroom. **In Select Variants. *Functioning of some features is subject to availability of internet and dependent upon network speeds. ~Compatible only with Apple watch. †For commercial use cars, coverage upto 5 Years/1.5 Lakh km. The warranty coverage for 12V/48V battery, tyres is valid for 1 year, while for infotainment system it is valid for 3 years. Applicable only for private registered vehicles. ‡For first 5 scheduled services. §Segment defined by comparable SUVs. Source: Autocar India - SUV maintenance cost comparison - Part 1: Premium and Executive SUVs - September 2020. Service cost has been calculated up to 60,000 km. ¶Only for private vehicles. For more details, please contact your nearest MG dealer. **Applicable only for private registered vehicles. Contact your nearest MG Dealer for applicable terms and conditions. Product shown is for representation purposes only and may vary from actual product due to print paper quality. Features and specifications as shown are not standard for all variants. All the variants are subject to availability and demand. MG Motor India reserves the rights to discontinue any variant or to alter any specifications, features and design without prior notice and without liability. MG Motor India also reserves the rights to cancel the booking against any variant or at any location, at any time. Please check variant details with your nearest MG dealer for latest information.

JEKYLL AND HYDE

By Colin Grant And Andy Knott

**TWO MGAs WITH TOTALLY DIFFERENT PERSONALITIES
WE ENDEAVOUR TO FIND OUT WHAT MAKES THEM TICK.**

We attended the November Classic Car show and the first thing we noticed was a special car converted by the MGA Graduates. We were keen to find out more about this car and were pleased when we had an invitation from Oselli's Paul Eales to visit their premises and try it out.

Oselli has a long history of tuning and preparing cars for motorsport. It all started in 1960 when David Oldham and Dudley Gliddon, who were engineers at BMC, decided to gas flow cylinder heads in their spare time in a small garage in Wheatley, Oxfordshire. The Oselli name was conceived as being more appropriate to motorsport: it was a derivative of Oxford Engine Services (OES or OSE) with an Italian ring to it (Ili).

David and Dudley soon parted company. Oselli then had a series of moves over the years from Wheatley to Baynards Green, on to Eynsham, Oxford, Witney and where they are based today at Great Horwood, near Milton Keynes.

They also had a change of owners, with David retiring in 1993 and





the business being sold to Barry Coombes. As part of Barry's plan for the company, David Eales was invited to join. David worked as an international troubleshooter for Aston Martin, travelling the world for the company. Oselli then consisted of the engineering side coupled with sales and classic car restoration.

The Test Car

Paul had arranged for us to try another MGA alongside the Graduate which was fitted with a Sierra type 9 gearbox, uprated engine and other upgrades, but leaving the car with a 'standard' look. This was the 'A' we tested for Safety Fast! back in 2008, so it was good to reacquire ourselves with the car.

Colin's thoughts...

Out on the road the power delivery was very smooth, benefitting from

.....
'The Graduate would look more at home parked in the pits of a race track than parked in the tranquillity of Little Horwood.'



the Oselli 1950cc MGB engine. The ride was good, being firm but very stable.

Driving along our chosen test route the 'A' came into its own, taking the sharp corners we encountered with ease and very little body roll. The extra power from the 'B' engine was ideal when overtaking slower traffic, allowing me to overtake quickly and safely. Keeping up with modern traffic was no problem with the 1950cc 'B' engine burbling along quite happily.

This car was a joy to drive and, although updated, kept the look of a standard car whilst benefitting from modern upgrades. Would I like one.....you bet!!

Andy's thoughts...

Reacquainting myself with the Oselli MGA was like meeting a good friend after a long absence; we had a lot to catch up on, and this test drive could go on for a while!

'With the large MGB silver callipers jumping out from behind the wires.'

Externally, this Old English White 'A' looked stunning, but standard. Opening the bonnet was a whole different story though. The red rocker cover emblazoned with OSELLI leapt out at you, as did the blue 'Oselli Tuned' plaque mounted just in front of the radiator, proudly displaying 1950.

Hunkering down in the plush red interior, which goes so well with the OEW paintwork, I instantly felt at home as I reacquainted myself with the MGA switch gear. A flick of the key and a tug on the starter pull, the B series engine burst into life with its distinctive burble. As we headed out on quiet, twisty country roads around Great Horwood and Winslow, the 1950cc engine made it easy work keeping up with the modern cars, with oodles of torque and the engine eager to pull in any of the five gears.

I loved driving that 'A', but I was keen to try Oselli's latest creation, dubbed the Graduate!

The Oselli Graduate spec MGA...

The first Oselli Graduate dates back to 1988 with an updated MGB. The name Graduate refers to the upgrades on offer. Our test car was conceived in 2018 and was fitted with a 1950cc stage 2 lightened and balanced 'B' Series engine, Vitesse 5-speed Mazda gearbox, Weber 45 DCOE carburettor, uprated suspension, servo assisted brakes, and electronic ignition. The body kit consists of a louvered bonnet, reduced windscreen height, bonnet



retaining straps, fixed point seat harness plus other options. The test car looked amazing in its colour of Old English white with black spoked wheels.

Andy's thoughts...

The Graduate is not a car for the purist, but as soon as I set eyes on it, I liked what Oselli had done. It's like the MGA of the 21st century! The chrome grille and headlamp surrounds had been replaced with matt black items, the bumpers had been removed and a valence reminiscent of an MGB Sebring looked purposeful on the front of the 'A', even the spoked wire wheels were black, with the large MGB silver callipers jumping out from behind the wires. The windscreen had been cut down to make a low-slung aero screen, and the most visually striking feature was a single seat hump that had been added behind the driver's head. Walking around the car with its two large intakes on either side of the grille ready to gulp in plenty of fresh Buckinghamshire air, and an exhaust tailpipe protruding just

.....
'But, like Jekyll and Hyde, they had totally different characters.'

in front of the rear wheels from both sides, the Graduate would look more at home parked in the pits of a race track than parked in the tranquillity of Little Horwood. Sitting snugly in the red leather seats, key turned, I pulled the starter in trepidation. The engine burst into life, blipping the throttle, the large Weber sounded eager and the noise from the handcrafted exhaust was...loud!

Being a car prepared by Oselli, it was well sorted in all areas, whether braking hard for a sharp bend or pushing through said bend, the Graduate behaved impeccably. I am a big fan of the Oselli 1950cc engines, with this being no exception, although driving through the built-up areas I did feel that the large Weber was more akin to a life on track after driving the previous

'A', which had a super smooth twin SU setup. After handing the keys to Colin and clambering into the passenger seat, I was able to admire the work that Oselli put into their cars – they definitely know their way around an MGA.

Colin's thoughts...

Once Andy had test driven the car and handed it over to me, **the first impression was that it was built for a purpose: speed and noise.** The Tubular Long Branch twin side exit exhaust system fitted to this car was... ummm... noisy, but Oh what a sound!! It sent the hair up on the back of your neck. This coupled with the induction roar of the Weber was music to my ears.

The car rode firmly, but comfortably and absorbed bumps well with good stability.

This is a car for someone who wants something totally different from the mainstream MGA contingent. I found it a really exciting car to drive and would love to have one in my garage.





Conclusion...

We were both really excited about testing these cars and they fully lived up to our expectations. **But, like Jekyll and Hyde, they had totally different characters.** The Graduate is about power and noise and it gives this in bucketfuls and really finds your dark side when driving, whilst the 'standard' car is a more sedate, mild-mannered car that you would be happy going to church in, but when the mood strikes you... the open road beckons.

Our thanks go to Paul Eales of Oselli Ltd for the loan of these cars.

MGA Graduate Specs

Oselli 1950cc stage 2 lightened and balanced 'B' series engine.

Weber 45 DCOE carburettor.

Tubular Long Branch exhaust system with twin side exits in front of the rear wheels.

Five speed 'Vitesse Engineered' gearbox system.

Engine oil cooler, aluminium radiator cooling options, plus an electric cooling fan.

Negative earth electrics with alternator charging and a single 12 volt battery.

Performance distributor with electronic ignition.

Suspension upgrades with Polly bushes and front roll bar installation.

Brake upgrades with front brake disc conversion.

Sebring body styling.

Reduced height from the windscreen

Louvered bonnet options.

Boot lid, head rest/aerofoil.

Vents to front for carburettor feed and car interior feed.

Passenger side fixed aluminium tonneau cover options.

Four point fixed seat belt harness.

Bonnet and boot retaining straps.

1958 MGA Roadster Specs

Restored by Oselli.

Body off total nut and bolt restoration

1950cc stage 2 lightened and balanced lead free engine.

Ford Type 9 five speed gearbox conversion.

Overhauled rear axle with new rear road springs and uprated shock absorbers.

Front suspension totally rebuilt with uprated rubber bushes, new springs and uprated shock absorbers.

A Front brakes converted to discs, the all-braking system overhauled and renewed.

60-Spoke chrome wire wheels with radial tyres.

Wiring harnesses and systems replace.

Negative earth single 12 volt battery with alternator charging, electronic ignition and cooling fans fitted.

All-new lights.

All chrome and bright work replaced along with new windscreen.

New interior floor panels.

All-new interior trim in Burgundy leather and Burgundy carpets.

Burgundy mohair hood and tonneau cover.

Static style seat belts.

Tubular long-branch, large bore exhaust system with a single tail pipe.



George and Barbara in their MG TC

A LIFE WITH MGs PART I

By George Phillips

My association with MGs started at University Motors in Piccadilly, London, when I handed over a cheque for just under £500, and in exchange took delivery of MG 7185, a black TC with red leather upholstery.

So, in the winter of 1947, I completely stripped the car down to the chassis. I disposed of the body, and had it replaced by a lightweight Lester body. This got rid of something like 3-4 cwt. The difference in performance was absolutely phenomenal. Actually, this gave me a lot of encouragement, so right now I had a go at the engine to see if something couldn't be done about it.

So I took the engine apart, stripped it right away down to the last nut, and polished just about everything in sight. I balanced the pistons and the rods myself. I sent the crankshaft and clutch assembly away to Laystalls and had that balanced properly by them. When I got it back I reassembled it.

In the meantime, I had some special valves made up of K965, slightly larger than standard. I used heavier springs – I forget how much I took off the head, but it was quite a bit. Anyway, I assembled this all together and took it out to try. It really was something out of this world. I don't quite know what horsepower it gave, but it was an

appreciable increase on standard. That I can assure you.

I went to the Steering Wheel Club, which was run at that time by Desmond Scannell, who was the Secretary of the British Racing Drivers Club which would put on a race on the Isle of Man, The British Empire Trophy with a curtain raiser, the Manx Cup.

I became a member of the British Racing Drivers Club during the summer of that year and competed in various sprints with quite a lot of success.

In August of that year, I got an invitation from the Ulster Club to take part in the Ulster Trophy Race at the circuit just on the outskirts

of Dublin. Once again the TC acquitted itself quite well, and I was fourth.

The next event of any importance was the 12-hour race at Montlhéry in Paris. I must say, if anybody asks me what my favourite circuit was, it would undoubtedly be Montlhéry. It has absolutely everything on the road section - all manner of corners, adverse cambers, rises, drops, everything you can think of, then you finally finish up doing half a lap of the speed circuit which is banked very steeply, and that takes you out to the road section again. My co-driver on that occasion was Oscar Moore. He liked the handling of the TC, and he was very quick with it. We finished a creditable fourth in class, which I don't think was too bad.

We went back to the Brighton Speed Trials, where it was just one year before when it all started. I was a little more successful on this occasion, though, and managed to win the class. The final event in

the 1947 season was the opening of the Goodwood track. I entered the 1500cc class race and managed to win it by a very narrow margin and so concluded a very enjoyable season which had provided me with a few good results.

Sometime during the winter of 1948-1949, the ACO, which is the Automobile Club de l'Ouest, reorganised Le Mans and announced that they were going to run the 24-hour race in June of 1949. This really excited me as it had always been an ambition of mine to compete there. I immediately sent off for the regulations and an entry form. When I received them, I must say the regs did look to me very daunting, having been used to the English type of entry regulation, which was usually a two-fold affair. This formidable volume was some 50 pages of closely printed French. I concentrated on the section that dealt with the dimensions of the bodywork and decided to re-body



Lester bodied, but with a new nose, in the Leinster Trophy Race at Tallaght



Up on the banking during the 12-hour race at Montlhéry



The Lester-bodied TC at Parkfield Corner, in the Manx Cup, Isle of Man

the TC. I had been thinking about it for some time so this really gave me the excuse I needed to get on with the job.

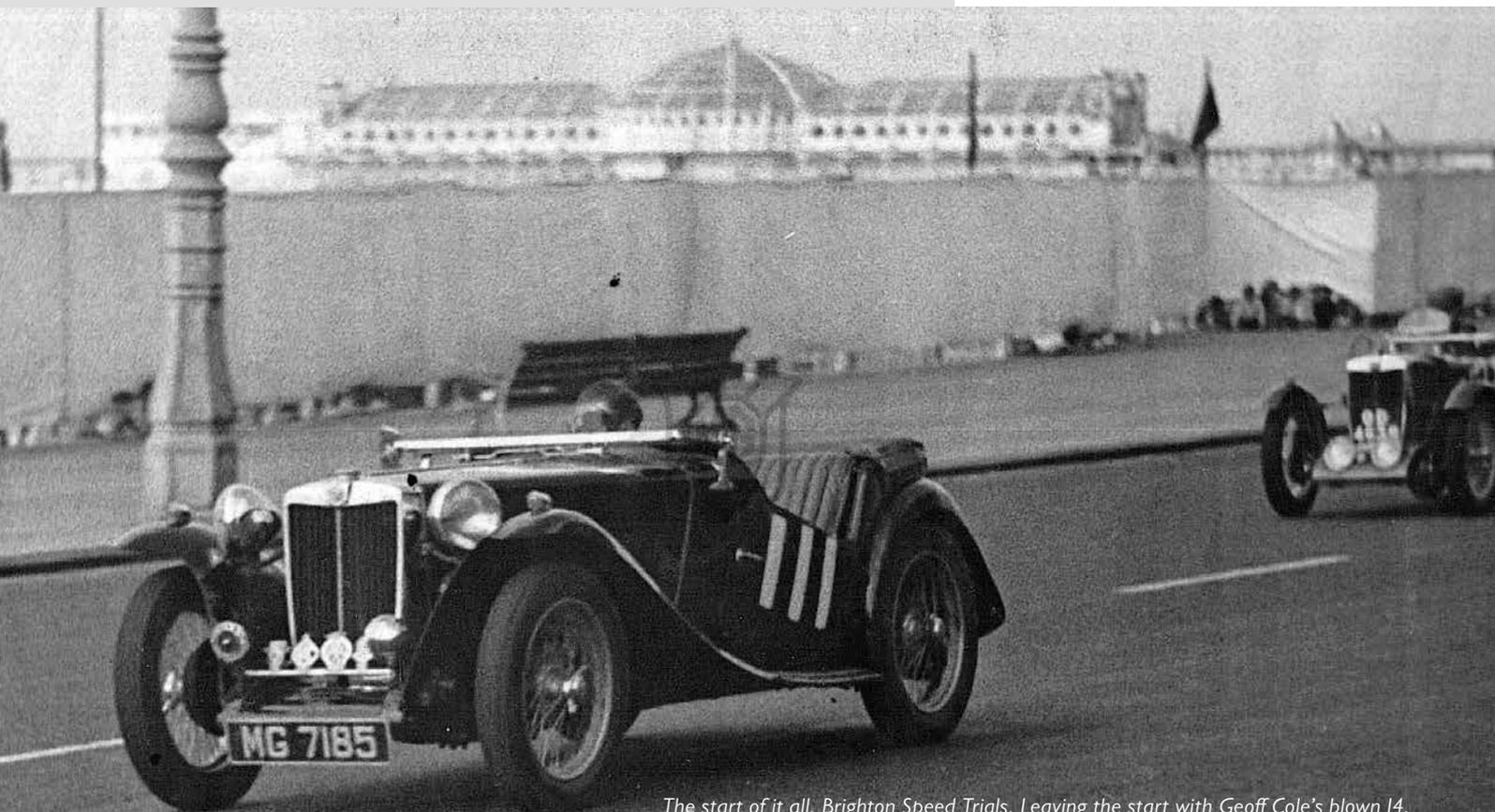
The question was, where could I get somebody to do the work? I knew what I wanted, but I had no way of possibly illustrating what I had in mind. However, a friend of mine knew a panel beater who ran

a one-man business from a small workshop in a north London suburb, so he took me along to meet him. Ted Goodwin was his name. I explained roughly to him what it was I had in mind, and asked him if, in spite of having no drawings or anything to work from, whether or not he would be able to help. He

said if I could explain to him what it was I wanted, he could make it up as we went along.

Work started in the early part of 1949, and Ted turned out to be an absolute wizard. **By now, I could think of nothing but Le Mans – it was an absolute obsession for me.**

The first thing I had to fix up was a co-driver. I was, at that time, very friendly with Curly Dryden, who raced a Q-Type MG. He was 'mine host' at the George Hotel in Dorchester, a village quite close to Abingdon, the home of MGs. He was very keen and agreed on the spot. I said there was one snag – I can't make a lot of sense out of the regulations. Did he know anybody who could help in that direction? To my amazement, he said he knew just the very chap.



The start of it all, Brighton Speed Trials. Leaving the start with Geoff Cole's blown J4.

In the meantime, I had stripped the engine down and checked everything very thoroughly, I was agreeably surprised at its condition, but as a precaution I renewed all the bearings, piston rings and valve springs.

Then one morning, it arrived. The letter I had been waiting weeks for. I had been accepted for Le Mans. I was over the moon at the news.

We arrived there on Monday, due for scrutinising the following day. These proceedings took about 21 hours to complete. I was very pleased to be able to report that the car got itself through its scrutinising with no snags whatsoever, and we had no work to do on the car. Then we all adjourned to the Hippodrome, which is situated on the straight at Le Mans, for a few drinks. It wasn't long, however, before Curly and



George Phillips testing the track near Arnage

I were taking it in turns to do a few unofficial practice laps. We were both very impressed with the circuit. It was superb. At that stage, I felt quite happy with everything. The following day saw the start of the official practice, which we spent learning the circuit.

The car ran well...

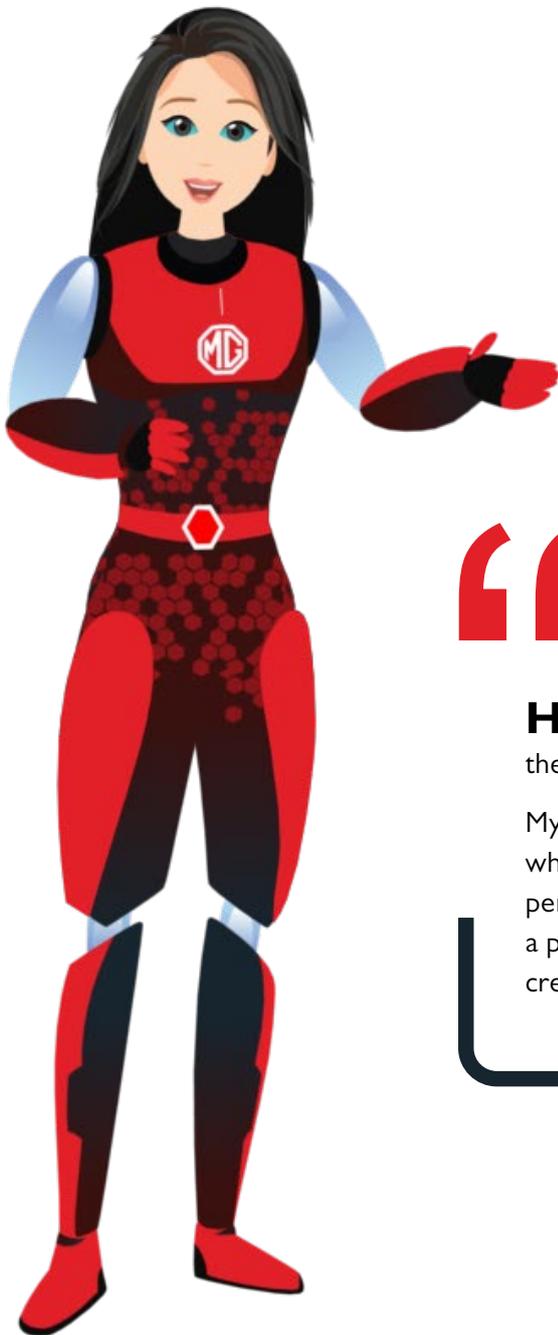
.....
Then one morning, it arrived. The letter I had been waiting weeks for. I had been accepted for Le Mans. I was over the moon at the news.



After the first race - the Manx Cup. 1st in class, 4th overall. L to R - Reg Tanner (Esso Competition Manager), "Dunlop" Mac, George's wife Barbara, and George.

AHEAD WITH AVIRA

THE EVOLUTION OF CAT'S EYE AND
TRAFFIC SIGNALS.



“

Hi, I'm AViRA,

the innovation mascot at MG India.

My name has two origins - In Tamil, AViRA is someone who is bright and brave, while in British, AViRA is perceived as helpful & strong-headed. This makes me a perfect amalgamation of what MG India represents - creating new experiences by futuristic innovation!

”



If you're driving at night on an unlit highway, but the reflectors dotting the roadside are guiding you home safely, you owe your peace of mind to an Englishman named Percy Shaw.

He conjured the idea of reflective road markers on a dark, foggy night in 1933. He was driving on a regular route that he had driven on many times before, but noticed something amiss this time. He was left in a pall of gloom, and he realized that the tram lines on the road, which he usually used as reflective surfaces to guide him through the fog and darkness, were not there anymore as they had been removed for repair work. It was at this moment when his headlights fell on the eyes of a cat and he noticed them lighting up like day. This made Percy think. If he could create a reflecting device

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In just two years, Percy Shaw patented his invention, and started manufacturing road reflectors. Thus, the 'Cat's Eye' was born.

that could be fitted to road surfaces, it would lead millions of people to drive home safely on nights like these.

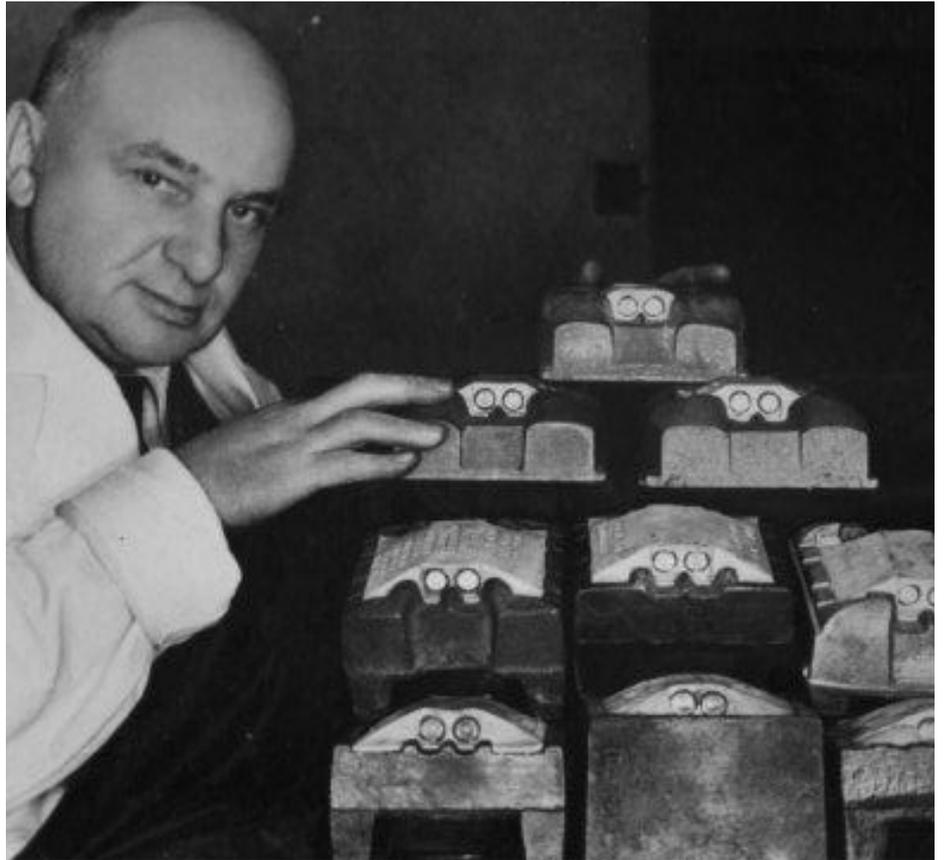
In just two years, Percy Shaw patented his invention, and started manufacturing road reflectors. Thus, the 'Cat's Eye' was born. Today, it is considered as one of the



most pioneering inventions in the history of road safety, and one can find them on roads and runways across the world.

By the turn of the last century, automobiles had started becoming a common sight on roads in Europe and America. So to prevent them from bumping into each other at intersections, a police officer had a brainwave - to use colored lights to control the flow of traffic. In 1914, the first traffic signal in the world was put up in Cleveland, Ohio.

Even though these traffic signals were electric, they had to be manually operated and just had two lights - red and green. There was no yellow light, and in its place there was a loud buzzing sound to alert drivers and pedestrians. Traffic lights were automated during the 1920s, but they were



.....
In 1914, the first traffic signal in the world was put up in Cleveland, Ohio.

designed to be triggered by sounds of vehicles approaching using microphones. Drivers soon realized that they could just honk to change the lights in their favour. However, the advent of computers allowed for traffic signals to change more efficiently using added features like countdown timers and pedestrian crossing lights.

Today, we rely on complex algorithms that time each and every traffic signal in the city to perfection. Advancements in lighting like LED technology have also made traffic signals brighter and legible, marking yet another important step towards road safety.



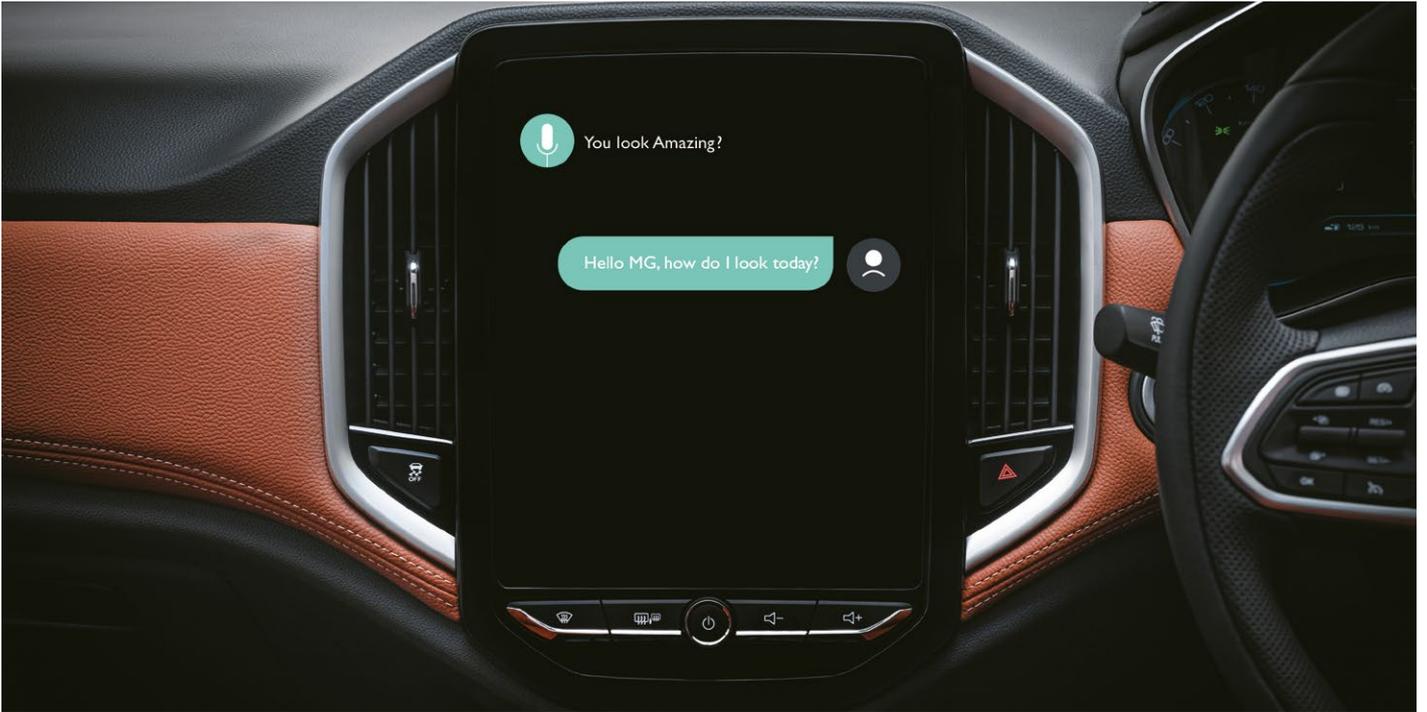
PLUS SPACE. PLUS EXPERIENCES

Within just one month of the new year, not only did we launch the 2021 edition of India's First Internet car but also doubled up the excitement by introducing another new member to the MG family- The Hector Plus 7-seater, thereby strengthening the Hector platform further and offering people choices

best suited for them with the Hector 5,6 and 7-seater.

The Hector Plus 7-seater is the outcome of our constant interaction with customers and the integration of their requirements into the product. Thanks to them, within such a short span, MG has



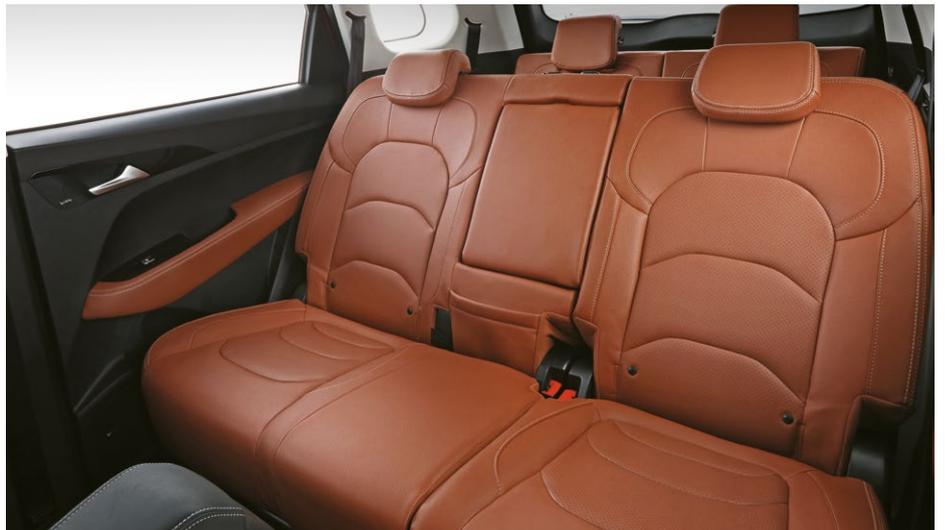


Chit Chat Feature

become one of the most loved brands of the country and is being recognized for pushing the boundaries of auto-tech innovation. This in turn pushes us to keep innovating and enables us to create exciting experiences for our customers at every point.

The all-new 7-seater Hector Plus is focused on fulfilling the need for space for our customers and their families, and at the same time, offering them the opportunity to share journeys and experiences. It comes loaded with stylish exteriors, sophisticated interiors and a host of connected features, one of which is Hinglish voice commands recognition.

Experience the plus space of Hector Plus today at any of our 250+ centres.



7-Seater Configuration with Bench Seats



45.72 cm (18 Inch) Dual Tone Alloys



Hinglish Voice Commands

IT'S A HUMAN THING TO RESPECT EACH OTHER'S PERSONAL SPACE.

There are so many things that connect us – ideas, cultures, geographies and at the same time, we live in a shared world. We share moments, we share journeys, we share our dreams, we share the world we live in.

Introducing MG HECTOR PLUS that extends to you the

comfort of extra space, even if you're not in the driver's seat. It offers you the luxury of space to let you be and enjoy the break you need while you share the journey.

No matter how many people are navigating this journey with you, there's always space for the plus in your life.





Expedition flag off by Mr. Anil Kumar (Chief Secretary of Himachal Pradesh)

THE WINTER MARATHON 2021. A MOUNTAIN TRAIL WITH MG GLOSTER



No matter where you go, you'll come across an MG braving the odds.

An MG owner's love for adventure is infectious .

The Gloster is the perfect companion for any kind of adventure, mainly because of its one-of-a-kind 4X4 features.

The Gloster is powered by a 2.0-litre diesel engine that produces 215 bhp of peak power and has 480 Nm of torque. An eight-speed automatic transmission unit comes as standard. Extremely sturdy and designed to brave any odds, India's First Autonomous Level I Premium SUV is an off-roader's dream SUV.

It offers as many as seven modes to the driver behind the wheel. While Sport and Eco are essentially drive modes, the driver can also twirl the dial to choose between Snow, Sand, Mud and Rock to give the vehicle

an edge over these respective terrain conditions. An auto mode in addition to these simplifies the process because the Gloster comes with an electronic shift-on-the-fly technology which is part of its Intelligent All-Terrain setup. Every Gloster has been designed with a ladder-frame chassis that lets the vehicle sit high off the ground and have a higher load-bearing capability, equipped with the additional features of an electronic rear differential lock. This means that power can be sent to a wheel independent of how and where the other wheel is or is at. If one of the rear wheels is stuck in mud and the other isn't getting traction - when one usually witnesses a whole lot of mud being thrown around, the set up allows for much-needed wheel traction to get a move on.

Gloster has a wading depth of 550 mm which means it is capable of not

only making its way across streams but also flooded Indian cities during the monsoon season. A ground clearance of 210 mm also plays a big part in allowing the car to cut across obstacles.

Rear suspension features a five-link integral setup. This is what allows the Gloster to claim a balance between riding in comfort on roads and riding confidently on challenging terrains.

This was evident when two MG Glosters associated themselves with The Mountain Goat Winter Marathon, from 11th- 16th January 2021.

They joined an expedition that started in Shimla and ended in Baralatcha , giving everyone the perfect demonstration of what an MG Gloster is capable of amidst the rugged snowcapped Himalayan terrains of Himachal Pradesh.

.....
Kalpa is at 31.53°N 78.25°E.
It has an average elevation of
2,960 metres (9,711 feet).
It is located 265 kilometres
(165 mi) beyond Shimla on the
NH-5 in Kinnaur district.





The expedition started in Shimla, the former summer capital of India and a beautiful hill station, from where 107 people drove to Kalpa, a small village in the Sutlej river valley, above Reckong Peo in the Kinnaur district of Himachal Pradesh, Northern India, in the Indian Himalaya.

Kalpa is at 31.53°N 78.25°E. It has an average elevation of 2,960 metres (9,711 feet). It is located

265 kilometres (165 mi) beyond Shimla on the NH-5 in Kinnaur district. It is located at the base of the Kinnaur Kailash snow-capped ranges.

The Shivling peaks rise up to 20,000 feet (6,000 m), a perfect setting for our Gloster to prove its capabilities in front of not only the press and media, but also other members of the expedition party who drove

other vehicles on this trail.

They drove from Kalpa to the picturesque Chitkul, an enchanting hamlet located in Himachal Pradesh, Chitkul, is the last motor-able settlement on the border of India and Tibet. The charming Chitkul Valley in Kinnaur District is on the banks of river Baspa. It is a doorway to do the winsome beauty of a landscape that is ornamented with exquisite meadows, a babbling river

.....
Imagine yourself at this beautiful location. Our riders experienced the magic before moving to Manali. Words generally fall short when one talks of Manali.



and glorious mountains. It is often said that the journey to the village is a life-changing experience where one can revel in nature's divinity.

The Gloster drove through the organic and unadulterated atmosphere of Chitkul. Located on the rim of the old Indo-Tibetan road, the Chitkul village is at a height of 3,450 meters above sea level. Known for its eclectic culture and heritage, they journeyed on through the traditions, architecture, and ethics of the village and the villagers. With the drifting waters of Baspa River on one side and apple orchards on the other, Chitkul is magnetic - the locus of serenity, divinity, and tranquillity.

At the starting point on the way to the famous Jalori Pass, at a distance of about 520 kilometers (depending on which route you take to get there), Chitkul is one of the closest high altitude passes to Delhi. Chitkul is located at a height of 3,120 meters (10,236 ft) and the

.....
The expedition ended with a roaring success and it wouldn't be too difficult to say that our Gloster came out with flying colours, and created a fan base amongst others as well.

road to the top is both scenic and challenging.

It is also one of the most scenic places, located right next to the Great Himalayan National Park and the beautiful Tirthan Valley.

Imagine yourself at this beautiful location. Our riders experienced the magic before moving to Manali. Words generally fall short when one talks of Manali.

Manali is considered to be a real gem of North India. It's a beautiful hill station situated in the middle of paradise, surrounded by greenery and snow-capped mountains that bring about a sense of tranquility.

Its enchanting beauty makes Manali a wonderful place to drive to. It's refreshing and rejuvenating and our expedition team had fun. Our MG riders experienced what driving a selfless car really meant in a tough driving environment.

Next up was Keylong, home to the famous Kardang Monastery, the largest and most important monastery in Lahaul, of the Drupka sect of Tibetan Buddhism, which is on a slope across the river from Keylong, and haven of peace.

From here, the team drove to their final destination, Baralatcha, a high mountain pass in Zaskar range, connecting Lahaul district in Himachal Pradesh to Leh district in Ladakh, situated along the Leh-Manali Highway.

The expedition was, overall, a resounding success and it wouldn't be too difficult to say that our Gloster came out with flying colours, and created a fan base amongst others as well.



ONE YEAR OF CHANGE WITH ZS EV



Change is powerful.

It can often be hard, but nothing worth striving for was ever easy. But strive we must, because change may be our planet's last hope. And humanity's as well.

The past decades of unsustainable development have led to the

release of hazardous chemicals into the air that we breathe. These have come back to haunt us in the form of the various ailments that we now suffer from, and it's only getting worse. What it all comes down to is what we're willing to do about it. And what you are as well.

When many people make small

changes to their lives, the overall impact can be exponential. Inspired by this powerful thought, we at MG raised a call for hope. We asked people to make small changes to their lives for the betterment of the entire planet. The world might be too large for us to change, but what we can change, is our world-



our immediate surroundings, our actions and even our habits. #ChangeWhatYouCan is what we named this movement, a movement started in 2002 that aimed at taking responsibility for our actions and cleaning up our act for the planet, and it all culminated with the launch of the MG ZS EV, our first pure-electric internet-enabled SUV.

We launched this visionary car last year and fast forward to 2021, the changes that we had hoped to inspire have already begun to take place.. People have warmed up to the fact that they can make a difference. Many of them have even gone on to buy the MG ZS EV and have started to drive the change. All ZS EV owners in the last 1 year have saved 935 Tonnes of CO2 emissions equivalent to 5607 full grown trees. While for us at MG, it's been one year of upgrading India's electric vehicle ecosystem, and one year of upgrading the MG ZS EV, the 2021 edition of which we recently released.

Like last year's edition, the MG ZS EV 2021 too is a fully-electric

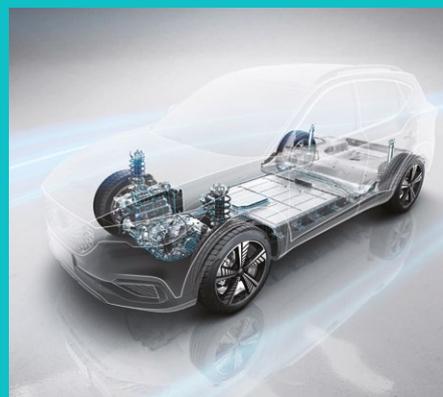
internet-enabled SUV. But it comes with a wide host of new features which will ensure that the EV lifestyle can be adapted far and wide.

44.5 kWh HI-TECH BATTERY

The 2021 ZS EV comes with a next-gen hi-tech battery that is more suitable for India's varied weather conditions, making it an electric vehicle that's truly made for India.

419 KM CRUISING RANGE AT FULL CHARGE

Now every drive will be a charged up one. The MG ZS EV 2021 comes with a certified range of 419



To ensure a comfortable and hassle-free ride on the most uneven Indian terrains, the MG ZS EV 2021's ground clearance has been increased to 177mm and its battery ground clearance has been increased to 205mm.

km* when its fully charged, and confidently boasts of a range of 300-400 km in a single charge in most situations.

INCREASED GROUND CLEARANCE OF 177 MM

Some things are difficult to navigate. Indians roads now won't have to be one of those things. To ensure a comfortable and hassle-free ride on the most uneven Indian terrains, the MG ZS EV 2021's ground clearance has been increased to 177mm and its battery ground clearance has been increased to 205mm.

ENHANCED TYRES

Combining comfort with agility, the MG ZS EV 2021 comes with tyres with that have an enhanced tyre ratio of 215/55 R17, along with machined alloys. This allows for significantly less vibration and a super smooth drive.





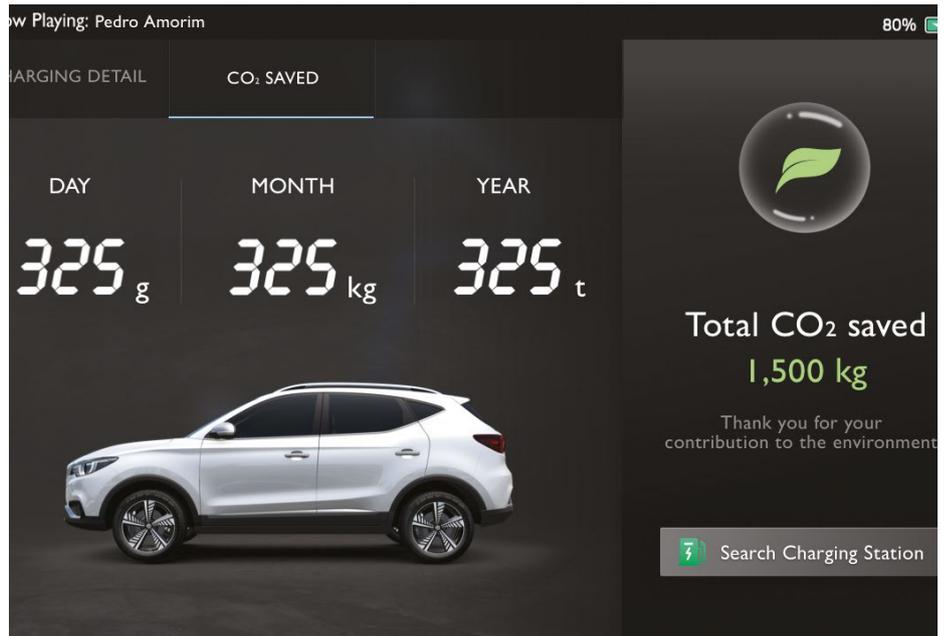
ECOTREE CHALLENGE

The Eco Tree Challenge is a new feature in the MG i-SMART mobile app to track your CO2 savings. It allows you to view real-time progress, compete with other MG ZS EV owners across the country and ultimately join a community of changemakers such as yourself.

CHARGING FACILITIES

We have worked painstakingly over the past year to significantly improve India's electric vehicle charging ecosystem, and put to rest the charging anxiety that comes with Electric vehicles. Our 5-way charging infrastructure alleviates the experience of owning and charging the MG ZS EV 2021

- **AC FAST CHARGERS:** AC fast charger provided and installed by MG India at your home or office, free of cost. 100% charging in 6-8 hours*.



- **PORTABLE CHARGER WITH YOUR CAR:** Portable charging cable that comes with every car and can be plugged into any 15A socket. 100% charging in 16-18 hours*.

- **DC SUPER FAST CHARGERS:** DC super fast chargers available at your MG dealerships, 24x7. Up to 80% charging within 50 minutes*.

- **AC FAST CHARGERS AT MG DEALERSHIPS:** AC fast chargers available at MG dealerships, along key routes in satellite cities.

- **ROAD SIDE MOBILE ASSISTANCE:** Road side assistance for mobile charging support, available 24x7 in case of an emergency.

Owning an electric vehicle has now become better than ever, not only because of the wide host of features that it comes with, but also because of the implications that this visionary vehicle brings with it.

So go forth, help us drive the change towards better air, a better planet and a better future with the MG ZS EV 2021.



Disclaimer : *Time taken to charge depends on - SOC (State of Charge of battery) and Ambient Temperature (Surrounding Temperature).

VOLUME SEVEN



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